

Commercial.

THIS DAY.

Business is still very quiet in the Share Market. Banks are somewhat firmer, with buyers at 205 per cent. premium for August 31st. Hongkong Fires are weaker and are offering at 345 per share. Docks have changed hands at 64 premium for the end of the month and left off with sellers at the above rate for cash. Steamboats are in good request at the increased rate of 40 premium, but no shares have changed hands at that figure. Nothing in other stocks requires special mention.

4 o'clock p.m.

With the exception of a few sales of Banks at 205 for the end of the month—the stock leaving off firm with buyers at that rate—there is no further business to report.

SHARES.

Hongkong and Shanghai Bank—Ex New Issue—164 per cent. premium.
 Hongkong and Shanghai Bank—New Issue—162 per cent. premium.
 Union Insurance Society of Canton—\$650 per share, buyers.
 China Traders' Insurance Company—\$2,600 per share, buyers.
 North China Insurance—Tls. 1,600 per share, buyers.
 Canton Insurance Company, Limited—\$115 per share.
 Yangtze Insurance Association—Tls. 1050 per share.
 Chinese Insurance Company—\$225 per share, ex div., sellers.
 On Tai Insurance Company, Limited—Tls. 150 per share.
 Hongkong Fire Insurance Company—\$345 per share, sellers.
 China Fire Insurance Company—\$330 per share, sellers.
 Hongkong and Whampoa Dock Company—64 per cent. premium, sellers.
 Hongkong, Canton, and Macao Steamboat Co.—\$49 per share, premium, ex div., buyers.
 China and Manila Steam Ship Company—120 per share.
 Hongkong Gas Company—\$80 per share, buyers.
 Hongkong Hotel Company—\$175 per share, buyers.
 Indo-China Steam Navigation Company, Limited—15 per cent. dis., sellers.
 China Sugar Refining Company, Limited—\$164 per share.
 China Sugar Refining Company (Debtentures)—2 per cent. premium.
 Luzon Sugar Refining Company, Limited—\$80 per share.
 Hongkong Ice Company—\$161 per share, sellers.
 Hongkong and China Bakery Company, Limited—\$80 per share, buyers.
 Chinese Imperial Loan of 1878—14 percent. premium, ex int.
 Chinese Imperial Loan of 1881—2 percent. premium, ex int.

ON LONDON.—Bank, T. T. 371
 Bank Bills, on demand 371
 Bank Bills, at 30 days' sight 371
 Bank Bills, at 4 months' sight 371
 Credits, at 4 months' sight 381
 Documentary Bills, at 4 months' sight 381
 ON PARIS.—Bank, T. T. 466
 Bank Bills, on demand 466
 Credits, at 4 months' sight 466
 ON BOMBAY.—Bank, T. T. 222
 Bank Bills, on demand 222
 ON CALCUTTA.—Bank, T. T. 222
 Bank Bills, on demand 222
 ON SHANGHAI.—Bank, T. T. 722
 Private, 30 days' sight 731

OPIUM MARKET.—THIS DAY.

NEW MALWA per picul, \$535
 (Allowance, Taels 12.)
 OLD MALWA per picul, \$575
 (Allowance, Taels 16.)
 NEW PATNA (without choice) per chest, \$590
 NEW PATNA (first choice) per chest, \$600
 NEW PATNA (second choice) per chest, \$592
 NEW PATNA (bottom) per chest, \$602
 OLD PATNA (without choice) per chest, \$605
 OLD PATNA (bottom) per chest, \$610
 BENARES (without choice) per chest, \$610
 BENARES (bottom) per chest, \$612
 NEW PERSIAN (best quality) per picul, \$555
 OLD PERSIAN (best quality) per picul, \$435
 OLD PERSIAN (second quality) per picul, \$365

HONGKONG TEMPERATURE.

(From Messrs. FALCONER & Co.'s Register.)
 YESTERDAY.
 Thermometer—1 p.m. 80.8
 Barometer—1 p.m. 30.1
 Direction of Wind, N. 10
 Force of Wind, 10
 State of Sky, B. (W. 10)
 Rain, 0.1
 Thermometer—4 p.m. 80.8
 Barometer—4 p.m. 30.1
 Direction of Wind, N. 10
 Force of Wind, 10
 State of Sky, B. (W. 10)
 Rain, 0.1
 Thermometer—7 p.m. 80.8
 Barometer—7 p.m. 30.1
 Direction of Wind, N. 10
 Force of Wind, 10
 State of Sky, B. (W. 10)
 Rain, 0.1
 Thermometer—10 p.m. 80.8
 Barometer—10 p.m. 30.1
 Direction of Wind, N. 10
 Force of Wind, 10
 State of Sky, B. (W. 10)
 Rain, 0.1

CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.

Barometer.	Thermometer.	Wind.	Clouds.	State of Sky.	Rain.
80.8	80.8	N. 10	10	B. (W. 10)	0.1
80.8	80.8	N. 10	10	B. (W. 10)	0.1
80.8	80.8	N. 10	10	B. (W. 10)	0.1
80.8	80.8	N. 10	10	B. (W. 10)	0.1
80.8	80.8	N. 10	10	B. (W. 10)	0.1
80.8	80.8	N. 10	10	B. (W. 10)	0.1
80.8	80.8	N. 10	10	B. (W. 10)	0.1
80.8	80.8	N. 10	10	B. (W. 10)	0.1
80.8	80.8	N. 10	10	B. (W. 10)	0.1
80.8	80.8	N. 10	10	B. (W. 10)	0.1

Barometer: level of the sea in inches, less and hundredths. Thermometer: in Fahrenheit degrees and tenths for the open air in a shaded situation. Direction of Wind: in relation to every point. Force of Wind: in miles per hour. State of Sky: in relation to every point. Rain: in inches. Quantity of Rain: in inches.

Shipping.

ARRIVALS.

South China Sea.—*General*, 18th August, New York 14th April, Coals.—D. Lapraik & Co.
Lydia, German steamer, 1,110, Paulsen, 18th August, Hamburg 1st July, and Singapore 12th August, General.—Siemssen & Co.
Saturnus, German bark, 608, Schade, 19th August, Newchwang 13th July, Beans.—Siemssen & Co.
Cortic, German steamer, 4,366, W. H. Kidley, 19th August, San Francisco 21st July, and Yokohama 12th August, Mails and General.—O. & S. S. Co.
Hainan, British steamer, 281, W. G. Willis, 19th August, Haiphong 17th August, General.—Alford.
Danube, British steamer, 561, R. Jones, 19th August, Bangkok 13th August, Rice and General.—Yuen Fat Hong.
Thales, British steamer, 820, T. G. Pocock, 19th August, Sandakan 14th August, Firewood and General.—D. Lapraik & Co.
Bellona, German steamer, 780, W. Schaefer, 19th August, Saigon 15th August, General.—Siemssen & Co.
Fokien, British steamer, 561, H. Harris, 19th August, Tamsui 15th August, Amoy 17th, and Swatow 18th, General.—D. Lapraik & Co.
Golconde, French steamer, 3,041, Martino, 20th August, Shanghai 17th August, General.—Adamson, Bell & Co.
Hwai-yuen, Chinese steamer, 984, Wilson, 20th August, Shanghai 17th August, General.—C. M. S. N. Co.
Erklong, German bark, 456, A. Nantly, 20th August, Newchwang 17th July, Beans.—Siemssen & Co.
Anna, German bark, 447, W. Jessen, 20th August, Newchwang 12th July, Beans.—Wieler & Co.
Alwine, German steamer, 400, Thiesen, 20th August, Canton 19th August, General.—Wieler & Co.
H. Bremer, German 3-m. sch., 343, Whanes, 20th August, Whampoa—19th August, General.—Captain.
Marie, German bark, 465, Hyland, 20th August, Newchwang 17th July, Beans.—Wieler & Co.
Jacohine, German bark, 417, C. H. Christensen, 20th August, Newchwang 26th July, Beans, Ed. Schellhass & Co.
Hans, German bark, 313, A. Thomsen, 20th August, Newchwang 13th July, Beans.—Wieler & Co.
Magic, British schooner, 214, White, 20th August, Newchwang 25th July, Beans.—Order.
Ningpo, British steamer, 761, Cass, 20th August, Shanghai 17th August, General.—Siemssen & Co.

CLEARANCES AT THE HARBOUR OFFICE.
Oceanic, British steamer, for Yokohama and San Francisco.
Alwine, German steamer, for Chiofo.
Don Juan, Spanish steamer, for Manila.
Lydia, German steamer, for Shanghai.

DEPARTURES.
 August 19, *Glenear*, British steamer, for Singapore, &c.
 August 19, *Mei-foo*, Chinese steamer, for Canton.
 August 19, *Tannadie*, British steamer, for Foochow.
 August 19, *Namoa*, British str., for Swatow, &c.
 August 19, *Fu-yew*, Chinese str., for Shanghai.
 August 19, *Ehrenfels*, German str., for Singapore, &c.
 August 20, *Saturnus*, German bark, for Whampoa.
 August 20, *Don Juan*, Spanish steamer, for Manila.
 August 20, *Oceanic*, British steamer, for Yokohama and San Francisco.

PASSENGERS—ARRIVED.
 Per *Lydia*, str., from Hamburg, &c.—5 Officers, and 65 Chinese.
 Per *Coptic*, str., from San Francisco.—254 Chinese. From Yokohama.—Captain G. Ramsay, Messrs. D. Nowrojee and Pestonjee.
 Per *Danube*, str., from Bangkok.—38 Chinese.
 Per *Hainan*, str., from Haiphong.—Mr. R. Fraser-Smith, 2 Europeans on deck, and 1 destitute seaman, and 2 Chinese.
 Per *Bellona*, str., from Saigon.—120 Chinese.
 Per *Thales*, str., from Sandakan.—Messrs. Harrison and Milne, and 84 Chinese.
 Per *Fokien*, str., from Tamsui, &c.—27 Chinese.
 Per *Hwai-yuen*, str., from Shanghai.—H. E. Cheng Shu Seng (Viceroy of Canton), and suite, and 94 Chinese.
 Per *Ningpo*, str., from Shanghai.—50 Chinese.
 Per *Oceanic*, str., for Yokohama.—3 Chinese. For San Francisco.—76 Chinese. For Liverpool.—Mr. and Mrs. C. Holliday.

REPORTS.
 The British steamship *Hainan* reports left Haiphong on the 17th instant. Had light variable winds with clear weather and smooth sea throughout the passage.
 The British steamship *Danube* reports left Bangkok at noon on the 13th instant. Had steady monsoon to Cape Varella; thence to port had light Northerly winds and fine clear weather.
 The German steamship *Bellona* reports left Saigon on the 15th instant. Had fine weather throughout and calm. On the 16th passed a German 3-m. schooner, showing L.R.D., bound to Hongkong.
 The Chinese steamship *Hwai-yuen* reports left Shanghai on the 14th instant. Had light variable Northwesterly winds and heavy Easterly swell to Tung-yung; thence to port had moderate and fresh N.E. winds and fine weather.

The British steamship *Coptic* reports left San Francisco on the 21st ultimo. Arrived in Yokohama on the 6th instant, and left again on the 12th. On the 18th instant at 5.30 a.m., passed a German barque, showing J.N.P.H. Had fine weather throughout.

The British steamship *Thales* reports left Sandakan on the 14th instant at 5.48 p.m. Experienced moderate and light N.W. to West winds throughout, with cloudy weather and frequent squalls of wind and rain and heavy cross swell. H.M.S. *Magpie* in Sandakan.

The British steamship *Fokien* reports left Tamsui on the 15th instant. Amoy on the 17th, and Swatow on the 18th. In Tamsui the Company's steamer *Hailong*, from Amoy, discharging. The German steamer *China* arrived on the 15th. From Amoy up to 15th nothing was heard of the missing boat belonging to the American ship *Spartan*. Had moderate breeze from N.E. with fine clear weather. Passed a blue funnel boat off Serag Point, bound N. In Amoy the steamships *Camoria*, *Servo*, and *Tao-nan*. From Amoy had light variable winds with fine clear weather. Passed one of Jardine's steamers off Chelang Point, bound East. One of the Japanese steamers lying in Swatow. On the 19th, passed the British bark *Hans* of Fleaburg, off Mendoza, bound S.W., and the Company's steamer *Namoa* off Mendoza.

SHIPPING IN HONGKONG.

STEAMERS.

ARRIVALS.
 17th August.—*Taiwanfoo* 14th August, Amoy 15th, and Swatow 16th, General.—D. Lapraik & Co.
 18th August.—*Chinkiang*, British steamer, 799, S. M. Orr, 20th July, Yokohama 10th July, and Nagasaki 24th, Coals.—Siemssen & Co.—Cosmopolitan Dock.
 19th August.—*Churruca*, Spanish steamer, 403, G. de Hormachea, 23rd July, Manila 20th July, General and Treasure (\$113,000).—Remedios & Co.—Kowloon Dock.
 20th August.—*De Ray*, British steamer, 1,083, Joseph Lee, 11th August, Batavia 28th July, and Saigon 7th August, Rice and General.—Adamson, Bell & Co.—Cosmopolitan Dock.
 20th August.—*Emuy*, Spanish steamer, 410, Rementeria, 30th July, Manila 27th June, General.—Remedios & Co.—Kowloon Dock.
 20th August.—*Fame*, British steamer, 117 (Stopan)—Hongkong and Whampoa Dock Co.
 20th August.—*Glenelg*, British steamer, 894, Speechly, 16th August, San Francisco, and Honolulu 13th July, General.—Gillman & Co.
 20th August.—*Godavary*, French steamer, 884, du Temple, 18th August, Yokohama 12th August, Mails and General.—Messageries Maritimes.
 20th August.—*Kwangtung*, British steamer, 600, J. C. Abbott, 17th August, Foochow 14th August, Amoy 15th, and Swatow 16th, General.—D. Lapraik & Co.
 20th August.—*Li Yung*, Annamite steamer, 150, Chun, 19th July, Tournon 15th June, General.—Chin-nec.
 20th August.—*Ping-on*, British steamer, 575, A. A. McCaslin, 16th August, Haiphong 11th August, Fakhri 13th, and Hoihow 15th, General.—Russell & Co.
 20th August.—*Sin Tarnan*, German str., 47, H. Viteen, 30th July, Taiwan 24th July, Ballast.—Captain.
 20th August.—*Suez*, British steamer, 1,390, Geo. Ainslie, 20th July, Honolulu 28th June, Flour and General.—Russell & Co.—Kowloon Dock.
 20th August.—*Taichow*, British steamer, 857, Jordan, 14th August, Bangkok 8th August, General.—Yuen Fat Hong.
 20th August.—*Vorwaerts*, Austro-Hungarian steamer, 1,610, Egger, 18th August, Trieste 1st July, and Singapore 12th August, General.—Melchers & Co.
 20th August.—*Wellie*, German steamer, 393, E. Piper, 15th August, Hoihow 14th August, General.—Wieler & Co.
 20th August.—*Zambesi*, British steamer, 1,540, L. H. Moule, 13th August, Yokohama 4th August, Mails and General.—P. & O. S. N. Co.

SAILING VESSELS.
 ALBYN'S ISLE, British bark, 360, C. Burgess, 15th August, Tournon 9th August, Coal.—Chinese.
 ANTON GUNTHER, German bark, 441, F. Steinbrugg, 6th August, Tournon 31st July, Coal.—Melchers & Co.
 A. T. STALLKNECHT, German bark, 540, P. Petersen, 1st August, Coronado 17th July, Rattans.—Siemssen & Co.
 AURORA, British bark, 394, R. Milne, 7th August, Bangkok 25th July, Rice.—Chinese.
 BILLY SIMPSON, British bark, 432, Brown, 11th August, Bangkok 1st August, General.—Hing Kee.
 BOTHWELL CASTLE, British bark, 592, Romney, 31st July, Chiofo, General.—Chinese.
 CARL RITTER, German bark, 595, C. Mahl, 6th August, Cardiff 1st March, Coal.—Siemssen & Co.
 CHANDERNAGOR, German bark, 683, Sachse, 19th June, Tournon 14th June, Coals.—F. Blackhead & Co.
 CHOCORUA, American ship, 1,163, Locke, 30th June, Higo 3rd May, Ballast.—Master.—Aberdeen Dock.
 FORMOSA, British schooner, 381, W. T. Quayle, 8th August, Newchwang 10th July, Beans.—Siemssen & Co.
 FRIEDRICH, German bark, 676, J. P. Ulderup, 30th June, Cardiff 27th February, Coals.—Wieler & Co.
 GOODELL, American bark, 843, Wm. R. Hogan, 18th July, New York 30th Jan., Kerosine Oil.—Russell & Co.
 GRANDEE, American ship, 1,254, Jacobs, 15th July, Newcastle, N.S.W., 26th May, Coal.—Order.
 GREYHOUND, British brig, 231, Prescott, 9th August, Albany, W.A., 16th June, Wood.—Gillman & Co.
 G. C. TRUFANT, British ship, 1,529, Thomas, 14th June, Cardiff 5th February, Coal.—Russell & Co.
 HELENA, Swedish 3-m. schooner, 109, H. O. Berggren, 11th August, Port Natal 13th June, Ballast.—Turner & Co.
 KILLERNA, British bark, 795, H. Wallace, 11th August, Hamburg 11th April, General.—Meyer & Co.
 LOUISA, German 3-m. sch., 245, Schierloch, and Jan., Whampoa 31st Dec., General.—Captain.

REPORTS.
 NARDOO, British bark, 329, J. F. Morrison, 4th August, Quinhon 30th July, General.—Wing Kee & Co.
 PRINTEMPS, French bark, 357, F. Gaillard, 16th August, Whampoa 15th Aug., General.—Carlowitz & Co.
 RAMIER, French bark, 280, Savary, 28th June, Hilo 10th June, General.—Carlowitz & Co.
 SOUTAAG, American bark, 1,004, F. D. Walda, 9th August, Newcastle, N.S.W., 7th June, Coal.—Adamson, Bell & Co.
 SPARTAN, American schooner, 85, Ch. Vincent, 26th July, from Chongchow.—W. H. Ray.
 TWILIGHT, American ship, 1,265, W. C. Warland, 8th June, Newcastle, N.S.W., 14th April, Coal.—Adamson, Bell & Co.
 WILLIAM HALE, American bark, 844, Geo. F. Elliot, 1st July, Newcastle, N.S.W., 9th May, Coal.—Captain.
 WRICKER, American lorch, 33, Henderson, 16th July, Guap Island 1st June, General.—Blackhead & Co.
 ZOUAYE, American ship, 1,302, Robert C. Leger, 3rd August, Cardiff 1st July, Coals.—P. & O. S. N. Co.

CANTON.
 AMOY, British steamer, 814, C. Harrmann, 17th August, Shanghai 14th August, General.—Siemssen & Co.
 FOOKSANG, British steamer, 900, Hogg, 17th August, Shanghai 14th August, General.—Jardine, Matheson & Co.
 MEI-FOO, Chinese steamer, 1,283, W. H. Lun, 16th August, Shanghai 11th August, General.—C. M. S. N. Co.
 OLYMPIA, German steamer, 783, Christiansen, 15th August, Newchwang 7th August, and Chiofo 8th, General.—Siemssen & Co.

WHAMPOA.
 LOONG WEE, British 3-m. schooner, 374, G. Grahn, 24th July, Singapore 14th July, Timber.—Ed. Schellhass & Co.

MANILA.
 In Port on 26th July, 1883.
 Alex. Duthie, British ship, 1,159—Smith, Bell & Co.
 A. & W. C., Dutch ship, 1,486—Ker & Co.
 Batavia, American bark, 661—Findlay, Richard & Co.
 Filadelfia, Austrian bark, 830—Macled & Co.
 H. Prinsteinberg, German brig, 553—Martin, Dyce & Co.
 H. G. Johnson, American bark, 1,080—Ker & Co.
 Ida, British bark, 658—Holliday, Wise & Co.
 John Nicholas, British bark, 685—W. F. Stearns & Co.
 M. Magdalena, German bark, 583—Ker & Co.
 M. Brockelman, German bark, 512—Baer, Senior & Co.
 Motley, American schooner, 901—Smith, Bell & Co.
 Pepita, Spanish bark, 512—J. Reyes & Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.
 Albatross, screw sloop, 4 guns, Commander Chas. Hicks, Chiofo.
 Audacious, double-screw iron frigate, Captain R. Tracy, Chiofo.
 Champion, corvette, 14 guns, Captain Russell S. G. Pasley, Singapore.
 Cleopatra, corvette, 14 guns, Captain Hippaley, Chiofo.
 Cockchafer, gunboat, 4 guns, Henry W. Hill, en route Amoy.
 Curacao, corvette, 14 guns, Captain Anstruther, Chiofo.
 Daring, composite sloop, 4 guns, Commander F. J. Elliot, Chiofo.
 Eek, double-screw gunboat, 3 guns, In reserve, Hongkong.
 Espoir, gunboat, Commander Gamble, en route Foochow.
 Flying-Fish, sloop, 4 guns, Lieut.-Commander Hoskyn, Korea.
 Fly, double-screw gun-vessel, 4 guns, Commander J. Hope, Singapore.
 Foxhound, gunboat, 4 guns, Lieut.-Commander McQuhan, Shanghai.
 Kestrel, double-screw gun-vessel, 4 guns, Commander E. Hotham, Shanghai.
 Linner, British gunboat, Commander C. P. Harries, Chiofo.
 Magpie, surveying vessel, 4 guns, Lieut.-Com. Carpenter, Sandakan.
 Midge, double-screw gun-vessel, In reserve, Hongkong.
 Regulus, sloop, 6 guns, Commander Bickford, Chiofo.
 Sapphire, corvette, 9 guns, Commander John R. T. Fullerton, Shanghai.
 Swift, double-screw gun-vessel, 5 guns, Commander Collins, Hongkong.
 Tweed, double-screw gunboat, 3 guns, In reserve, Hongkong.
 Victor Emanuel, receiving ship, 30 guns, Commander Cuming, Hongkong.
 Vigilant, paddle-steamer, 2 guns, Lieut.-Commander C. Lindsey, Chiofo.
 Wivern, turret-ship, 4 guns, In reserve, Hongkong.
 Zephyr, gunboat, 4 guns, Lieutenant-Commander Pollard, Yokohama.

RIVER STEAMERS.

Hankow, British steamer, 2,235, Ogston.—Butcher & Co.
 Ho-nam, British steamer, 1,377, T. Benning—Hongkong, Canton, & Macao Steamboat Co.
 Kiang-ping, Chinese steamer, 360, Holmes—C. M. S. N. Co.
 Kiu-kiang, British steamer, 617, G. B. Lefavor, Hongkong, Canton, & Macao Steamboat Co.
 Kiang-chow, British steamer, 159, Goggin—Hongkong, Canton, & Macao Steamboat Co.
 Powan, British steamer, 1,890—Hongkong, Canton, & Macao Steamboat Co.
 Spark, British steamer, 140—Hongkong, Canton, & Macao Steamboat Co.
 White Cloud, British steamer, 527, A. Benning—Hongkong, Canton, & Macao Steamboat Co.
 Yot-sai, British steamer, 180, Hoyland—Hongkong, Canton, & Macao Steamboat Co.

AMOY.

In Port on 14th August, 1883.
 Anna Bertha, German bark, 468 (H. Krause)—Pasading & Co.
 Confucius, Siamese schooner, 258 (Simpson)—Captain.
 Faugh Balough, German schooner, 240 (Rute)—H. A. Petersen & Co.
 Helene, German bark, 250 (Kossow)—Boyd & Co.
 Magenta, British schooner, 327 (Coalite)—H. A. Petersen & Co.
 Rachel, British bark, 282 (Affleck)—Boyd & Co.
 Roderick Hay, British bark, 290 (Nicholson)—H. A. Petersen & Co.

SHANGHAI.

In Port on 13th August, 1883.
 Argos, British brig, 289 (Mitchell)—Nils Moller.
 Brunette, British bark, 375 (Turnhill)—Morris & Co.
 Chihaya Maru, Japanese bark, 441 (Yamamoto)—M. B. Kaishia.
 Chinghai, Chinese bark, 472 (Taylor)—C. M. S. N. Co.
 Dartmouth, British bark, 915 (Flinton)—Melchers & Co.
 Diamond, British bark, 391 (Inokay)—Morris & Co.
 Foochow, Siamese brig, 300 (Petersen)—Master.
 Kolga, German bark, 540 (Lomb Bang)—Russell & Co.
 Leander, British ship, 148 (Hamilton)—J. W. Muller.
 Minna, British bark, 456 (Lass)—Nils Moller.
 M. A. Dixon, British bark, 415 (Cook)—Morris & Co.
 Obed Baxter, American bark, 877 (Baxter)—Turnbull, Howie & Co.
 Paul Jones, American ship, 1,205 (Gerish)—C. J. Trading Co.
 Queen of India, British bark, 389 (Inokay)—G. Hewett & Co.
 Sea Swallow, British bark, 332 (Way)—G. & B. Birchard.
 Siam, Siamese bark, 225 (Thompson)—Butterfield & Swire.
 Solnor, British bark, 241 (Schroder)—Nils Moller.

YOKOHAMA.

In Port on 1st August, 1883.
 Ada, British schooner, 73 (Hardy)—Master.
 Alma, American schooner, 52 (Tibbey)—J. D. Carroll & Co.
 Black Diamond, German bark, 670 (Boyd)—F. Bohm.
 E. von Beaulieu, German bark, 336 (Getting)—Grosser & Co.
 Osego, British schooner, 60 (Ewart)—Captain.
 Pearl, American bark, 536 (Howes)—Jardine, Matheson & Co.
 St. David, American ship, 1,535 (Frost)—J. D. Carroll & Co.
 Stillwater, British bark, 1,090 (Goudy)—Smith, Bell & Co.
 Valparaiso, German bark, 490 (Meyer)—H. Macarthur.

MANILA.

In Port on 26th July, 1883.
 Alex. Duthie, British ship, 1,159—Smith, Bell & Co.
 A. & W. C., Dutch ship, 1,486—Ker & Co.
 Batavia, American bark, 661—Findlay, Richard & Co.
 Filadelfia, Austrian bark, 830—Macled & Co.
 H. Prinsteinberg, German brig, 553—Martin, Dyce & Co.
 H. G. Johnson, American bark, 1,080—Ker & Co.
 Ida, British bark, 658—Holliday, Wise & Co.
 John Nicholas, British bark, 685—W. F. Stearns & Co.
 M. Magdalena, German bark, 583—Ker & Co.
 M. Brockelman, German bark, 512—Baer, Senior & Co.
 Motley, American schooner, 901—Smith, Bell & Co.
 Pepita, Spanish bark, 512—J. Reyes & Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Albatross, screw sloop, 4 guns, Commander Chas. Hicks, Chiofo.
 Audacious, double-screw iron frigate, Captain R. Tracy, Chiofo.
 Champion, corvette, 14 guns, Captain Russell S. G. Pasley, Singapore.
 Cleopatra, corvette, 14 guns, Captain Hippaley, Chiofo.
 Cockchafer, gunboat, 4 guns, Henry W. Hill, en route Amoy.
 Curacao, corvette, 14 guns, Captain Anstruther, Chiofo.
 Daring, composite sloop, 4 guns, Commander F. J. Elliot, Chiofo.
 Eek, double-screw gunboat, 3 guns, In reserve, Hongkong.
 Espoir, gunboat, Commander Gamble, en route Foochow.
 Flying-Fish, sloop, 4 guns, Lieut.-Commander Hoskyn, Korea.
 Fly, double-screw gun-vessel, 4 guns, Commander J. Hope, Singapore.
 Foxhound, gunboat, 4 guns, Lieut.-Commander McQuhan, Shanghai.
 Kestrel, double-screw gun-vessel, 4 guns, Commander E. Hotham, Shanghai.
 Linner, British gunboat, Commander C. P. Harries, Chiofo.
 Magpie, surveying vessel, 4 guns, Lieut.-Com. Carpenter, Sandakan.
 Midge, double-screw gun-vessel, In reserve, Hongkong.
 Regulus, sloop, 6 guns, Commander Bickford, Chiofo.
 Sapphire, corvette, 9 guns, Commander John R. T. Fullerton, Shanghai.
 Swift, double-screw gun-vessel, 5 guns, Commander Collins, Hongkong.
 Tweed, double-screw gunboat, 3 guns, In reserve, Hongkong.
 Victor Emanuel, receiving ship, 30 guns, Commander Cuming, Hongkong.
 Vigilant, paddle-steamer, 2 guns, Lieut.-Commander C. Lindsey, Chiofo.
 Wivern, turret-ship, 4 guns, In reserve, Hongkong.
 Zephyr, gunboat, 4 guns, Lieutenant-Commander Pollard, Yokohama.

MANILA.

In Port on 26th July, 1883.
 Alex. Duthie, British ship, 1,159—Smith, Bell & Co.
 A. & W. C., Dutch ship, 1,486—Ker & Co.
 Batavia, American bark, 661—Findlay, Richard & Co.
 Filadelfia, Austrian bark, 830—Macled & Co.
 H. Prinsteinberg, German brig, 553—Martin, Dyce & Co.
 H. G. Johnson, American bark, 1,080—Ker & Co.
 Ida, British bark, 658—Holliday, Wise & Co.
 John Nicholas, British bark, 685—W. F. Stearns & Co.
 M. Magdalena, German bark, 583—Ker & Co.
 M. Brockelman, German bark, 512—Baer, Senior & Co.
 Motley, American schooner, 901—Smith, Bell & Co.
 Pepita, Spanish bark, 512—J. Reyes & Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUAD

AFFAIRS IN TONKIN.

[FROM OUR SPECIAL CORRESPONDENT.]

HAIPHONG, 13th August, 1883.

Having good reasons for believing that the French, after efficiently completing their preliminary arrangements, shortly intended to assume the offensive in Tonquin and thereby bring the unsatisfactory dead lock at present existing in that country to a definite termination, I thought it advisable to take a trip down to Haiphong in order to satisfy myself by personal investigation as to the probable future of this little war which has caused so much effervescent talk and excitement throughout the world. From information derived from a reliable source I felt assured that at the council of war held some ten days ago by M. Hamand, the lately appointed *Commissaire Général civil de la République Française au Tonquin*, General Boudet in command of the forces at Hanoi, and Admiral Courbet, a decision had been arrived at to adopt active measures without further delay. And as these measures had every appearance of being an advance in force on Hue and other Annamese ports by the French fleet, and an almost simultaneous movement by the troops from Haiphong and the various important towns and citadels held by the Annamese and their Black Flag allies in Tonquin, there certainly appeared sufficient inducement to visit the seat of war. Accordingly I left Hongkong in the French steamer *Nam-bien* on the morning of Friday the 10th inst. bound for Haiphong. The information on which I had acted was of a trustworthy character seemed to be evidenced by Mr. A. R. Colquhoun (author of "Across Chrysé"), who has come to the Far East as special correspondent of the *Times*, and Mr. W. H. Gilder, special correspondent of the New York Herald, being my fellow passengers. These gentlemen had apparently sniffed the scent of coming battle from afar, that is to say they had good reasons for believing that something important was on the *logs*, and like myself were "making tracks" for the French headquarters. Amongst other European passengers we had M. Hauke, chief secretary to the Commissary General, a veterinary surgeon of the French army, who was in charge of a consignment of 52 China ponies purchased for military purposes, and a Swiss gentleman from Shanghai, whose special mission to Tonquin had for its object the foundation of a consular school along the coast of Hainan and in various parts of the Gulf of Tonquin representing many months of arduous labour, Captain Garreau possesses a set of admirably compiled charts, which are certain to prove of great service when these districts are fairly opened up to trade. I have taken copious notes relating to Haiphong, Haiphong, and other places likely to prove commercially important at no distant date, and will take the opportunity of utilising them for a series of letters on my return to Hongkong. Meanwhile I will confine myself as closely as possible to the all-absorbing war question.

We reached Haiphong, the open port in the island of Hainan, late on Saturday afternoon; proceeded on our voyage at dusk, and eventually arrived at our destination shortly after 5 p.m. on Sunday. Although the *Nam-bien* is a champion "roller" even in comparatively smooth water, our trip, taken altogether, was a very agreeable one, thanks to Captain Garreau, who was most assiduous in his attentions to his passengers, and whose many years' experience on these coasts enabled him to furnish the press representation on board with a great deal of interesting and valuable information. As the result of careful survey along the coast of Hainan and in various parts of the Gulf of Tonquin representing many months of arduous labour, Captain Garreau possesses a set of admirably compiled charts, which are certain to prove of great service when these districts are fairly opened up to trade. I have taken copious notes relating to Haiphong, Haiphong, and other places likely to prove commercially important at no distant date, and will take the opportunity of utilising them for a series of letters on my return to Hongkong. Meanwhile I will confine myself as closely as possible to the all-absorbing war question.

Haiphong is hardly a place that would at the first glance impress an ordinary traveller with any great idea of its commercial importance. A few years ago a mere village, the introduction of the European trading element and the recent exertions of the French have undoubtedly done much to remove its whitewashed appearance; however, notwithstanding its natural advantages as a trading emporium, a vast deal still remains to be accomplished. There are but few European buildings in the town, the residence of M. Constantin, a well known French merchant who, when acting for the old Hongkong firm of Landstein & Co., was the pioneer of foreign business in the port some eight years ago, the French Consulate and a range of barracks lately erected being the most conspicuous of the town's buildings. The town is entirely in the hands of the French, and the deposed Annamese mandarins having withdrawn the tri-colour waves at numerous stations all over the town, whilst French sentries are posted in most of the streets after nightfall. As the *Nam-bien* steamed past the Consulate, or to give it its proper name, the Residency, where in addition to the men-of-war *Hamel* and *Parvise*, the gunboats *Yatagan* and *Carbine*, and several steam launches were anchored, I could not help being struck by the bustle and activity of the place, and the small craft, and also alongside the wharf situated on what is known as the Concession. The reasons for all this were soon to become apparent. My first call after our arrival—an accidental one by the way, as the sampan people took Mr. Gilder and myself to the wrong house by mistake—was on Mr. Schieler, a German merchant here, with whom I had a slight acquaintance in Hongkong some years ago. From this gentleman I learned what gave promise of turning out stirring news. It was currently reported that the French fleet lying in Haiphong Bay under command of Admiral Courbet, was under orders to proceed southwards the following morning for the purpose of bombarding Hue. Mr. Cameron, the correspondent of the *Standard*, had arrived post haste from either Nam-dinh or Hanoi during the afternoon, and had left suddenly and mysteriously, presumably to accompany the fleet to the Annamese capital. It was also rumoured that an expedition was being hurriedly prepared for military operations in the interior of Tonquin. Some other items of news quickly came to my ears. The steamer *Rurik*, which had left for Hanoi a few days previously, with a cargo of stores for the troops in that citadel, also with a number of ponies for the artillery and to form a small cavalry force, collided against a junk and ran aground in the river, owing to the darkness of the night, injuring one of her paddles. Having no propeller for the ponies on board, the position was rather an awkward one, and I was told that the noble war horses had to be landed on the bank in sampans. However, as the steam launch *Tsagan*, which came down from Hanoi on Monday morning, reported that the *Rurik* had been received, official authority was given that the entire report was a gross fabrication, and that no harm had taken place on or about the date named.

A report had been extensively circulated throughout Haiphong to the effect that Colonel Boudet, the commandant at Nam-dinh, had made another sortie from the citadel on Friday last, the 10th inst. The French fleet was said to have with very little resistance and returned to the citadel after capturing a number of guns and placing about one hundred (?) of the enemy *hors de combat*. Inquiries amongst well informed Annamese resulted in these details being substantially corroborated; and the French received official authority to state that the entire report was a gross fabrication, and that no harm had taken place on or about the date named.

I merely give these rumours for whatever they may be worth.

Although in the town until a late hour on Sunday night endeavouring to make myself *comme il faut* with all that was going on, I got out early enough (about 5 o'clock) this morning to witness the departure up the river of the gunboats *Yatagan* and *Carbine* and four well appointed steam launches, laden with soldiers and munitions of war, apparently on some important expedition. So far as I could judge with the aid of my field glasses the troops on board the six vessels would number from between three to four hundred. This estimate I was afterwards officially informed was rather a high one. It was reported that this expedition had set out to capture the very important town and citadel of Hai-duong, the capital of the province of that name, a populous and exceedingly prosperous city situated on one of the banks of the Song-koi River. After taking a quiet survey of what I may term the European portion of the town, a work of some difficulty owing to the wretched condition of the roads, which are only now in course of construction, I paid a visit to M. Constantin, the French merchant previously mentioned, by whom I was most kindly received. I accepted the hospitable invitation of M. and Madame Constantin to stay to breakfast, and they afterwards courteously insisted on my taking up my abode with them during my visit to Haiphong. The previous night I had written to M. Hamand, the Commissary General, requesting to be favoured with a complimentary call, and casually dropping in at the Tonquin Hotel during the forenoon, found a letter from that official, in which he stated that he would be glad to receive me at two o'clock. On calling at the Residency this afternoon I was immediately ushered into the presence of M. le Commissaire Général. Dr. Hamand, whose name will be familiar to those acquainted with the French occupation of Tonquin in connection with Garnier's celebrated expedition, is a well built man of medium height with very black beard and moustache and dark piercing eyes, and would appear to be about forty years of age. He possesses a slight knowledge of English, but is so thoroughly patriotic or so much in love with his native tongue that his secretary in replying to my request for an audience wrote that *M. le Commissaire Général aurait été particulièrement heureux que vous demandâtes d'être reçu en Français; il lui serait agréable qu'il pût vous parler toutes vos communications écrites dans cette langue*. M. Hamand, who previously filled the position of consul for France at Bangkok, was specially appointed by M. Challeme-Lacour, the French minister for foreign affairs, to the post of Administrator in Tonquin, and only arrived at his post a few weeks ago. He is said to have been exceedingly active and energetic in his administration so far, any judgment from what I have seen of him personally, I should think that he is admirably qualified for his present onerous and responsible position.

My interview with M. Hamand was, so far as it went, a most satisfactory one. He at once offered me all the facilities in his power to follow the military operations in Tonquin, and gave me special written authority for the representative of the *Hongkong Telegraph* to proceed at once to Hanoi, Nam-dinh or any other part of the country. He further promised that both himself and the residents at the various towns occupied by the French troops would be most willing at all times to afford any information in their possession regarding current events in the country. In the course of conversation M. Hamand expressed his astonishment that for "a little war" like this, the newspapers should have deemed it necessary to send special correspondents, and observed that he thought the fact of the *Times* having sent out Mr. Colquhoun, who had recently written very strongly against the action of the Republic in regard to Tonquin and other affairs boded no good for France. I explained that the correspondents had been attracted to Tonquin principally, if not entirely in view of the probable war between France and China, and stated that in my opinion had the question of the differences to be adjusted been confined only to France and Annam, not a single correspondent would have been sent from any newspaper. The European Powers had very little concern for the future of Annam, and it was only in the event of China espousing the cause of the vassal against the French and thus rendering serious complications a probable contingency that the affair could be viewed as one of general interest. With reference to the *Times*, I could not claim to know anything beyond what had appeared in print as to that particular journal, but so far as Mr. Colquhoun was personally concerned it seemed to me that he had been selected as correspondent because, owing to the success of his recent work "Across Chrysé," he was at the present time prominently before the public, and moreover was presumed to have some acquaintance with Tonquin and its people. To regard the appearance of this gentleman as representative of the *Times* in the light of a menace towards France was simply ridiculous. This explanation appeared satisfactory to M. Hamand, still he made several sarcastic remarks, and at the same time displayed by the great London newspaper in sending out a correspondent who, to judge from his recent writings, evidently had a strong animus both against France and Frenchmen.

Dealing with the question of the probable armed intervention of China, M. Hamand simply ridiculed any such notion. "When France fights China," he quietly observed, "she will have the British as allies as in the last Chinese war; France will not repeat the mistake lately made in Egypt." Although the reference to Egypt was clearly a veiled allusion to the fact that it was evident that in the opinion of M. le Commissaire Général a war between France and China over the Annam *embroglio* was a very remote contingency. In reply to my enquiries, M. Hamand assumed that the reported sortie from Nam-dinh on the 10th inst. had never taken place. With regard to the expedition which had left that morning for the interior, it was composed of two small gunboats, four steam launches and 200 men, and its mission was to take possession of Hai-duong. I could follow the expedition if I wished, but he (M. Hamand) had taken the citadel of Hai-duong with 25 men in 1874, and as he had further received positive information that the Annamese mandarins with their forces had already evacuated the town, the journey would scarcely repay the trouble, as there was little prospect of any resistance being offered to the French. Besides, the gunboats would return in the course of two or three days, when his representative would be pleased to furnish me with official particulars of all that had taken place.

I now broached the real object of my visit to Haiphong—the reported decision that the French fleet was to bombard Hue. M. Hamand without hesitating assured me that they had no slightest intention either to kill a lot of Annamese mandarins or to bombard their towns. It was quite true, however, that the French fleet had arranged to make a naval demonstration along the coast of Annam in order to bring the Emperor to his senses. In reply to my question whether French troops would enter Hue, the Commissary General was rather evasive, so I concluded, and with good reason. I think that this so-called "demonstration" simply means the blockade of the entire coast of Annam by the men-of-war, and the occupation of Hue, and probably other towns, by the French troops. On my wishing to know whether I could have the privilege of accompanying the fleet, M. Ham-

and said that personally he had no objections to the representatives of the press being allowed to accompany the expedition, as all he desired was that the actual truth of what took place should be known; but unfortunately his jurisdiction did not extend to the men-of-war, and Admiral Courbet had decided not to allow any newspaper correspondents on board the vessels. He (M. Hamand) was to accompany the fleet to Hue, and on his return to Haiphong, which probably would be in about nine days, he would willingly give me a report of all that transpired.

On my asking if he had any objections to my publishing the particulars of our interview, M. Hamand replied that he had no objections whatever, and further added that he would be glad if I could make public the actual intentions of the French Republic towards Tonquin. "We have no intention of taking possession of the country," he said, "but it is absolutely necessary that we should assume a more definite control over its interests than has hitherto been the case. As it is in Burma, so will it be in Tonquin. We shall have Residents at all the important towns, and in fact, it is our intention to establish a protectorate over the country." M. Hamand assured me that this statement was not diplomacy but the actual truth. After some further conversation on various subjects, in the course of which M. Hamand animatedly expressed his strong feelings against several newspapers for publishing false reports in relation to Tonquin affairs, I thanked him for his courtesy, and took my leave.

DEPARTURE OF THE FRENCH FLEET FOR HUE.

Haiphong, 4th August, 1883.

M. le commissaire Général Hamand, with his staff, left early this morning in the *Parvise* to join the French fleet in Haiphong Bay, in order to be present as Civil Commissioner of the proposed naval demonstration along the coast of Annam. Colonel Badens, who arrived about 6 a.m. in the steam launch *Songkat* from Namdinh, after a short delay also proceeded straight through to Haiphong Bay. So far as I can gather there seems every probability that the naval demonstration will develop into a blockade of the coast ports, the bombardment of Tuanan (the port of Hue) and an armed advance on the capital of Annam. I hear on what may be considered good authority that Colonel Badens was ordered specially from Namdinh to take the command of the land forces in the attack on Hue—if such a course be considered requisite by the authorities—and personally have the little detail of the correct date of this invasion. The number of soldiers on board the vessels of Admiral Courbet's squadron is not known; official circles with any degree of accuracy; but as M. Hamand informed me that General Boudet had 2800 men at Hanoi, Colonel Badens about 850 (principally Annamese in the French service) at Namdinh, and that 200 of all ranks formed the expedition which set out yesterday for Hai-duong, whilst my inquiries tend to the belief that there are still about 100 French soldiers left in Haiphong, it would appear that at present the Admiral has few if any regular troops at his disposal. However, to remedy any deficiency in this respect, I am in a position to state that the transport *Amiral* will come on from Saigon with a sufficient number of soldiers to carry out the military operations contemplated, should the Emperor continue refractory.

The result of the expedition may be predicted with the utmost confidence. There cannot be the shadow of a doubt that if the Annamese are not amenable to reason and offer any resistance, the French will capture Hue without much difficulty. In all probability a gunboat will carry intelligence of what transpires direct to Saigon, so that you are likely to get the news concerning the naval demonstration by telegram from that port before my return to Hongkong. It is not likely that anything will be known here for seven or eight days.

Mr. Cameron, the special correspondent of the *Standard*, returned from Haiphong Bay this morning. Hearing of the intended naval demonstration he came through in a launch from Namdinh and proceeded to Haiphong Bay in the hope that he would be allowed to accompany the fleet. On interviewing Admiral Courbet, that officer, to Mr. Cameron's intense astonishment and disgust, declined under any circumstances to allow newspaper correspondents on board his vessels. Mr. Cameron argued the point and put the matter very strongly; but it was of no avail as the Admiral remained obdurate, so the incensed journalist had no alternative left but to return to Haiphong. I called on Mr. Cameron at the hotel this afternoon and had some conversation with him as to recent proceedings and future probabilities in the interior of the country. He informed me that he had accompanied the troops from Namdinh in sorties made on the 7th and 8th inst. They were exceedingly feeble affairs, the Tonquinese, who are badly armed and most inefficiently equipped, making no stand whatever, but clearing away on the approach of the enemy. The French captured half a dozen old guns, and in the process killed and wounded a number of natives were killed and wounded. As the Annamese always make a practice of carrying away their dead there is great difficulty in obtaining a correct list of casualties. In proof of this it may be mentioned that in the affair of July 19th at Namdinh—to which I refer with some reluctance as, not to use harsher terms, it was a sad business from beginning to end—the number of dead bodies did not total four hundred, yet the Administrator here telegraphed to the French Consul in Hongkong that the Annamese killed eleven thousand and the French only eleven. *Hors de combat* (which might mean anything), and this report was wired to Governor Thomson at Saigon, duly published in the official gazette, and forwarded to the Paris and other European journals. However, Mr. Cameron is disgusted with the whole business and speaks of getting out of the country as soon as possible. He leaves for Hanoi to-night in the steam launch *Tonquin*, and both Mr. Colquhoun and Mr. Gilder have decided to accompany him. Unless something quickly turns up the trio will return to Namdinh, shake the dust of Tonquin mud from the country from their boots for good. Mr. Burnell, who came on from Rangoon to represent the *London Daily News*, Mr. Quinton, the "special war correspondent" of your week kneed evening contemporary, the *China Mail*, and a Parisian journalist from the *Evénement*, have been enjoying a comfortable *siesta* and leading lives of masterly inactivity in Hanoi for some considerable time past.

The French warship *Drac* arrived from Haiphong Bay at 5 o'clock this afternoon, with Colonel Badens on board. The gallant Colonel reached the anchorage too late to see M. Hamand; the Admiral having sailed for the south immediately after the *Parvise* joined the squadron. The *Drac* stayed behind to bring on some landing stages from Haiphong, which were not quite ready when the *Parvise* left, and doubtless instructions for Colonel Badens were left on board that vessel. The *Drac* will leave for Touron, which has been named as the rendezvous for the fleet, at 3 o'clock to-morrow afternoon.

15th August, 1883.

The *Tonquin* with Messrs. Cameron, Colquhoun and Gilder on board was despatched for Hanoi between eight and nine o'clock last night. A steam launch which left Hanoi at 2 p.m. yesterday came in this morning, and reports that the garrison from Namdinh, which possibly may mean that General Boudet at last is to assume the offensive. I hear, however, that the weather there is very hot and oppressive and that a great

many cases of sunstroke, some of them attended with fatal results, have been recorded, so that it would perhaps be unwise to hastily jump to the conclusion that an immediate advance is contemplated either against the entrenched positions of Sontai and Bacninh. The Rivière *contreforts* has taught the French a bitter lesson, and shown them the necessity of exercising prudence and discretion in carrying out the work before them. News was received from Hai-duong this morning to the effect that as soon as the French gunboats were seen approaching the Annamese still left in the citadel hastily retreated, leaving the place entirely at the mercy of the invaders. This requires confirmation, but there is no reason to doubt its correctness. The *Hamel*, steamed from her anchorage opposite the Residency at 10 a.m. for Haiphong Bay, where she will cruise until the return of the fleet. The *Drac* left in the afternoon for Touron, so that Haiphong is now defended by two very small *caennettes*, a torpedo boat and a handful of soldiers. If the Annamese, who must be well acquainted with the movements of the French, possessed the slightest amount of energy or enterprise they would have no trouble in taking possession of the town, as they are in force within a comparatively short distance. However, they are either too stupid or too lazy for anything. Steam launches flying the tricolor ran daily between Haiphong, Hanoi and Namdinh, but although these small vessels could be sunk or captured without the least trouble, the Annamese have hitherto made no attempt to stop this convenient system of communication between the French headquarters and the military stations in the interior of the country. Colonel Badens returned to his command at Namdinh in the launch *Sontai* at one o'clock this afternoon.

Post Office.

A MAIL WILL CLOSE

For Hoihow and Pakhoi.—Per *Ping-on*, to-day, the 20th instant, at 5 p.m.
For Chefoo, Tientsin, and Newchwang.—Per *Albatros*, to-day, the 20th instant, at 5 p.m.
For Shanghai.—Per *Lydia*, to-morrow, the 21st instant, at 11.30 a.m.
For Saigon, Singapore, and Colombo.—Per *Goconda*, the 21st instant, at 11.30 a.m.
For Amoy and Taiwan.—Per *Albatros*, to-morrow, the 21st instant, at 11.30 a.m.
For Straits and Calcutta.—Per *Lemux*, to-morrow, the 21st instant, at 2.30 p.m.
For Swatow, Amoy, and Foochow.—Per *Kwang-tung*, on Wednesday, the 22nd instant, at 11.30 a.m.
For Shanghai.—Per *Footstang*, on Wednesday, the 22nd instant, at 3.30 p.m.
For Manila.—Per *Yong Yuen*, on Wednesday, the 22nd instant, at 4.30 p.m.
For Shanghai.—Per *Chinkiang*, on Thursday, the 23rd instant, at 5.30 p.m.
For Amoy and Tamsui.—Per *Fokien*, on Thursday, the 23rd instant, at 5.30 p.m.
For Swatow.—Per *Thali*, on Friday, the 24th instant, at 11.30 a.m.

Today's Advertisements.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT):

THE Company's Steamship

"JORGE JUAN,"

Captain Theodor, will be despatched for the above Port, on WEDNESDAY, the 22nd instant, at FIVE P.M., instead of as previously advertised.

For Freight or Passage, apply to

RUSSELL & Co., General Managers.

Hongkong, 20th August, 1883. [647]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"COPTIC,"

will be despatched for San Francisco, via Yokohama, on FRIDAY, the 31st inst., at THREE P.M.

Connection being made at Yokohama with Steamer for San Francisco and Japan Port.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 per cent. from Return Fare; if re-embarking within one year, an allowance of 10 per cent. will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 per cent. from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Overland, Mexican, Central, and South American Cargo, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 54, Queen's Road Central.

F. E. FOSTER, Agent.

Hongkong, 20th August, 1883. [648]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

F. E. FOSTER, Agent.

Hongkong, 20th August, 1883. [649]

HONGKONG HOTEL COMPANY, LIMITED.

TENDERS for the LEASE of the HONGKONG HOTEL and/or SHOPS will CLOSE on

31st instant, at NOON.

By Order, LOUIS HAUSCHILD, Secretary.

Hongkong, 20th August, 1883. [651]

Today's Advertisements.

KELLY & WALSH

HAVE JUST RECEIVED

5000 NUMBERS OF THE SEA SIDE AND FRANKLIN SQUARE LIBRARIES.

TWENTY-FIVE CENTS EACH.

John Inglesant.....J. H. Shorthouse. Robert Falconer.....George Macdonald.
Vice-Versa.....F. Anstey. Nancy.....Rhoda Broughton.
Yolande.....William Black. All Sorts and Conditions of Men.....Besant & Rice.
Like Ships upon the Sea.....Eleanor Trollope. The Tenant of Wildfell Hall.....Anne Brontë.
Side Lights of English Society.....G. Murray. The Beautiful Wretch.....Wm. Black.
Experiences of a Barrister's Life.....S. Ballantine. Shandon Bells.....do.
Wanda.....Ouida. A Laodicean.....Thomas Hardy.
The Wreck of the Grosvenor.....W. C. Russell. So they were married.....Besant & Rice.
Ready Money Mortiboy.....Besant & Rice. Donna Quixote.....Justin McCarthy.
The Golden Butterfly.....do. Life and Adventures of Peter Wilkins.....Besant & Rice.
Alton Locke.....Chas. Kingsley. Reminiscences of Thomas Carlyle.....J. A. Froude.
Under Two Flags.....do. Endymion.....Lord Beaconsfield.
Cherry Ripe.....Helen Mathers. A History of our own Times.....Justin McCarthy.
Not wisely but too well.....Rhoda Broughton. Grandon Ollius Money.....F. W. Robinson.
Adam Bede.....George Eliot. Felix Holt the Radical.....Mrs. Henry Wood.
Romola.....do. The Channings.....Mrs. Henry Wood.
Felix Holt the Radical.....do. Life of Christ (2 parts).....Dr. Giekie.
Daniel Deronda.....do. Life of St. Paul (2 parts).....Canon Farrar.
The Mill on the Floss.....do. The Small House at Allington.....Anthony Trollope.
John Halifax, Gentleman.....Miss Muloch. An Ocean Free Lance.....W. Clark Russell.
Rhoda.....do. No Intentions.....Florence Marryat.
John Marchmont's Legacy.....Miss Braddon. Christwell.....R. D. Blackmore.
Lorna Doone.....R. D. Blackmore. The Corner of a Season.....Justin McCarthy.
Home of Redcliffe.....Miss Yonge. Jane Eyre.....Charlotte Brontë.
Remains of 19th Century.....W. H. Mallock. Vanities.....Ouida.
Fanny Esmond.....Wm. Thackeray. Mary Monstar.....George Macdonald.
Handy Andy.....Samuel Lover. By Proxy.....James Farrar.
Handy Andy.....do. All the Best Novels of All the Best Writers.....F. W. Hacklander.

ALL THE BEST NOVELS OF ALL THE BEST WRITERS.

COMPLETE LISTS MAY BE HAD ON APPLICATION.

KELLY & WALSH—HONGKONG.

Hongkong, 20th August, 1883. [650]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 4 per cent., being \$5 per SHARE for the six months ending June 30th, 1883, declared at TODAY'S ORDINARY MEETING, will be payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after TUESDAY, the 21st inst., and Shareholders are requested to apply for Dividend Warrants at the Company's Office, No. 14, Praya Central, Hongkong.

By Order of the Board of Directors,

D. GILLIES, Secretary.

Hongkong, 20th August, 1883. [652]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of Business Contributed during the half-year ended June 30th, 1883, on or before September 15th next, on which date the Accounts will be CLOSED.

By Order of the Board of Directors,

D. GILLIES, Secretary.

Hongkong 20th August, 1883. [653]

For Sale.

FOR SALE.

H. MUMM & Co.'s CHAMPAGNE.

QUARTS.....\$22 per Case.

PINTS.....\$23 per Case.

Apply to

MELCHERS & Co. [654]

Hongkong, 2nd March, 1882.

FOR SALE.

THE OWNER being about to retire from Business is open to negotiate for the Sale of the GOOD-WILL, FITTINGS, and FURNITURE Complete of the Old Establishment and well-known establishment known as the "NATIONAL HOTEL" situated at Nos. 222 and 224, Queen's Road Central. The House contains TWO BILLIARD TABLES (one English and one American) which are in first-class condition.

For further Particulars apply to

JOHN OLSON, National Hotel.

Hongkong, 14th June, 1883. [657]

FOR SALE.

BEST Quality of GOLDEN GATE and WESTERN MILLS FLOUR, lately from San Francisco.

PONGEE SILK of all kinds.

Apply to

FUNG TANG, OF HEE CHONG CHING HONO, 42, Bonham Strand.

Hongkong, 6th August, 1883. [654]

FOR SALE CHEAP.

FIVE TO SIX HUNDRED TONS COKE.

IN LOTS FROM ONE TON UPWARDS.

COAL TAR IN BARRELS.

CHOY CHEW, 330, PRAYA WEST.

Hongkong, 5th April, 1883. [652]

MR. MOORE begs to recommend his GOGO SHAMPOO WASH

to the public as unrivalled by any preparation ever produced for promoting the growth of the hair. The basis of this compound is made of soap root; the natives of the Philippine Islands never use anything else for washing their hair; they are never found bald, and it is quite common to see the females with hair from 6 to 6 feet long. By constantly using this Shampoo Wash as directed, you will NEVER BE BALD.

The proprietor offers the Wash to the public entirely confident that by its restorative properties it will without fail arrest decaying hair. It completely eradicates scurf, dandruff, and cures all diseases of the scalp. It does not contain any poisonous drugs. By its cooling properties it allays the itching and fever of the scalp, which is the great cause of people losing their hair.

Mr. Moore has succeeded in being able to put this wash up in bottles without allowing it to ferment, and he will guarantee to keep any length of time in any climate.

FOR SALE ONLY BY MOORE & Co., VARIETY STORE.

Queen's Road Central.

Hongkong, 15th January, 1883. [659]

Intimations.

FOR SALE.

EX STEAMSHIP "LAERTES."

A CONSIGNMENT OF HOCKING'S PATENT FRESH WATER CONDENSERS,

THE BEST & CHEAPEST EVER MADE.

Capable of Condensing Three Thousand Gallons per day.

Apply to

G. FENWICK & Co., Victoria Foundry.

Hongkong, 25th April, 1883. [658]

F. BLACKHEAD & CO.,

SHIPCHANDLERS, STORE-KEEPERS

AND

GENERAL COMMISSION AGENTS,

PRAYA CENTRAL.

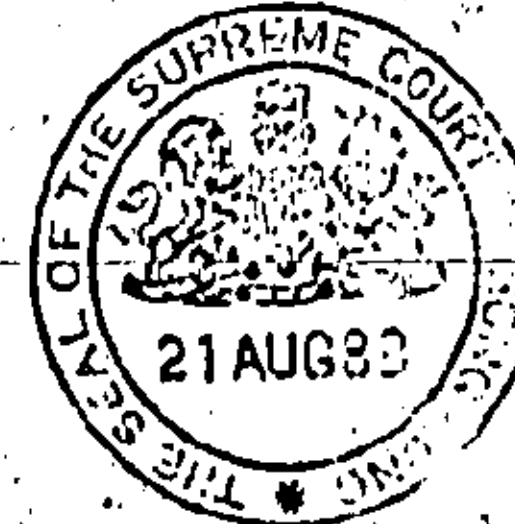
AMERICAN ENGINEERS' AND

HOUSEHOLD TOOLS.

FAIRBANK'S AND HOWE'S SCALES,

SALTER'S SPRING BALANCES.

The Hongkong Telegraph.



No. 487.

MONDAY, AUGUST 20, 1883.

SIX DOLLARS PER QUARTER.

For Sale.

JUST TO HAND.

CHUBB'S PAPER AND CASH BOXES.
SAFES, LOCKS & DESPATCH BOXES.
NEW COFFEE MACHINES.

FOOD WARMERS.

TODDY KETTLES.

NEW TOBACCO.

GOLDEN CLOUD.

BIRDSEYE.

SMOKING MIXTURE.

CARBOLIC DISINFECTING POWDER
IN SMALL DREDGERS.

INDIA RUBBER SEA BOOTS.

NEW BOOKS.

THE LATEST MUSIC.

LANE, CRAWFORD & Co.

Hongkong, 18th August, 1883.

Insurances.

THE MANCHESTER UNDERWRITERS' ASSOCIATION, LIMITED.

THE Undersigned having been appointed AGENTS of the above Company are prepared to Grant Policies on MARINE RISKS to all parts of the World at CURRENT RATES, allowing an immediate cash discount of 25 per cent.

HOLLIDAY, WISE & Co.

Hongkong, 13th July, 1883.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD OF UNDERWRITERS.

ARNHOLD, KARBURG & CO.

Hongkong, 15th June, 1881.

RECORD OF AMERICAN and FOREIGN SHIPPING.

Agents,
ARNHOLD, KARBURG & Co.

Hongkong, 15th June, 1881.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL TAELS 600,000, EQUAL \$833,333-33-33.
RESERVE FUND \$70,858-27.

BOARD OF DIRECTORS.

LEE SING, Esq., LEE YAT LAU, Esq.,
LO YOK MOON, Esq., CHU CHIK NUNG, Esq.

MANAGER—HO AMEI.

MARINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 1st September, 1882.

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

(CAPITAL SUBSCRIBED \$1,000,000).

The above Company is prepared to accept MARINE RISKS at CURRENT RATES ON GOODS, &c. Policies granted to all parts of the world payable at any of its Agencies.

WOO LIN YUEN, Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.

Hongkong, 1st February, 1882.

YANGTSE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up) Tls. 420,000.00
PERMANENT RESERVE Tls. 230,000.00
SPECIAL RESERVE FUND Tls. 318,235-36

TOTAL CAPITAL and ACCUMULATIONS, 31st March, 1883, Tls. 968,235-36

DIRECTORS.

F. D. HITCH, Esq., Chairman,
C. LUCAS, Esq., Wm. MINTER, Esq.,
A. J. M. INVERARY, Esq., G. H. WHELAN, Esq.

HEAD OFFICE—SHANGHAI.

Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.

Messrs. BARRING BROTHERS & Co., Bankers.

RICHARD BLACKWELL, Esq., Agent,
68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all parts of the World.

Subject to a charge of 12 per cent. for interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business (whether Shareholders or not) in proportion to the premium paid by them.

RUSSELL & Co., Agents.

Hongkong, 25th May, 1883.

INTIMATIONS.

IGNOR ANTONIO CATTANEO, of the CONSERVATOIRE DE BERGAMO and late of the ROYAL ITALIAN OPERA COMPANY has arranged to remain in Hongkong, and will give lessons in Music, Singing and the Pianoforte.

CHARGES STRICTLY MODERATE.

Address—Messrs. KELLY & WALSH, Queen's Road.

Hongkong, 1st March, 1883.

Auctions.

PUBLIC AUCTION.

VALUABLE PROPERTY IN VICTORIA.

TO BE SOLD BY PUBLIC AUCTION,

ON THE 21st day of August, 1883, at THREE P.M., on the Premises,

By ORDER OF THE MORTGAGEE.

THREE VALUABLE HOUSES Nos. 27, 29, and 31, Aberdeen Street, erected and being upon GROUND Registered in the Land Office as Section C of INLAND LOT No. 60, measuring on the North and South 40 feet, East and West 45 feet and 40 feet, containing in the whole 1,695 square feet more or less. Yearly Crown Rent \$14-76.

And,

SIXTEEN VALUABLE HOUSES Nos. 1 to 16, in Mee Lee Lane, Victoria, erected on GROUND Registered in the Land Office as Section A of Inland Lot No. 60, measuring on the North-East 44 feet and 52 feet, South-West 42 feet, South-East 130 feet 10 inches, North-West 98 feet 3 inches, containing in the whole 7,626 square feet more or less. Yearly Crown Rent \$66-39. Held for 999 years from the 26th day of January, 1843.

The above Houses will be Sold in Lots to suit purchasers.

For Further Particulars and Conditions of Sale, apply to

SHARP, TOLLER, & JOHNSON, Solicitors for the Mortgagee,

or to

J. M. GUEDES, Auctioneer.

Hongkong, 16th August, 1883.

PUBLIC AUCTION.

OF VALUABLE PROPERTY, IN

QUEEN'S ROAD.

TO BE SOLD BY PUBLIC AUCTION,

ON FRIDAY,

the 24th day of August, 1883, on the Premises, at THREE P.M.

All that Piece or Parcel of GROUND registered in the Land Office as Section B of Sub-section one of Section D of MARINE LOT No. 69, measuring on the North 16 feet, South 15 feet and 4 inches, on the East 40 feet and 8 inches, on the West 41 feet and 8 inches.

And

The Parcel of GROUND on the North measuring 15 feet 3 inches, South 15 feet 5 inches, East 41 feet 8 inches, West 42 feet 8 inches, Registered in the Land Office as the Remaining Portion of Sub-section one of Section D of MARINE LOT No. 69. The above Pieces of Ground are held for 999 years from 2nd March, 1846, on the 2 good Houses known as Nos. 99 and 101, Queen's Road West.

For Further Particulars and Conditions of Sale, apply to

SHARP, TOLLER, & JOHNSON, Solicitors,

or to

J. M. GUEDES, Auctioneer.

Hongkong, 11th August, 1883.

PUBLIC AUCTION.

THE Undersigned has received instructions from Messrs. BUN HIN CHAN, to Sell by Public Auction, on

MONDAY,

the 27th August, 1883, at Noon, at his Sales Rooms, Queen's Road.

THE WRECK OF THE LATE STEAMSHIP "CARISBROOKE,"

as the now lies off the Cosmopolitan Dock.

TERMS OF SALE—Cash on the fall of the hammer and the Vessel to be at the Purchaser's risk on the fall of the hammer.

For further Particulars, apply to

J. M. ARMSTRONG, Auctioneer.

Hongkong, 2nd August, 1883.

PUBLIC AUCTION.

MR. J. M. GUEDES has received instructions from the MORTGAGEE to Sell by Public Auction, on

THURSDAY,

the 30th August, 1883, at 2-30 O'CLOCK P.M., on the Premises,

A VALUABLE LEASEHOLD PROPERTY Situate in Queen's Road, Victoria, in the Colony of Hongkong, comprising—

All that Piece or Parcel of GROUND situate at Victoria aforesaid, being Portion of INLAND LOT No. 96, abutting on the North side thereof on the Queen's Road and measuring thereon 27 feet 10 inches or thereabouts, on the South side thereof on Section C of the said Lot No. 93, and measuring thereon 27 feet 10 inches or thereabouts, on the East side thereof on a lane or roadway and measuring thereon 20 feet 6 inches or thereabouts, and on the West side thereof on Section B of the said Lot No. 96, and measuring thereon 20 feet 6 inches or thereabouts which said Piece or Parcel of Ground is registered in the Land Office as SECTION A of INLAND LOT No. 96, with the Messuages thereon as the same Premises are held for the residue of a term of 976 years at the Annual Rent of \$20.

The Property is Sold subject to the existing tenancies and lettings thereof.

For further Particulars and Conditions of Sale, apply to

BREKETON, WOTTON & DEACON, Solicitors, Hongkong,

or to

J. M. GUEDES, Auctioneer, Hongkong.

Hongkong, 16th August, 1883.

A CARD.

PRIVATE BOARD AND LODGING

can be obtained for

STROLL GENTLEMEN OR MARRIED COUPLES

AT

No. 6, QUEEN'S ROAD EAST.

Next Door to the Temperance Hall.

Terms Moderate.

Hongkong, 10th July, 1883.

Intimations.

W. BREWER.

HAS JUST RECEIVED.

NEW PORCELAIN MENU AND NAME STANDS.
MOWHAWK MINTREL SONG BOOKS.
NEW ENGINEERING AND NAUTICAL WORKS.
SENNETT'S THE MARINE STEAM ENGINE.
DONALDSON'S ROUGH SKETCHING.
ENGINEERS' PRIVATE LOG BOOKS.
MAGGREGOR'S ENGINEERS' ALMANACK.
SMITH'S TABLES AND MEMORANDA.
SPONS' REEDS' ENGINEERS' GUIDE, NEW ED.
BERGEN'S WILSON ON STEAM BOILERS.

SEXTON'S BOILER MAKERS' POCKET BOOK.
MOLESWORTH'S ENGINEERS' POCKET BOOK.

BURGH'S HASWELL'S

BALE'S SAW MILLS; THEIR MANAGEMENT, &c.
LECKIE'S WRINKLES IN PRACTICAL NAVIGATION.

REED'S GUIDE TO THE MARINE BOARD.
AZUMUTH'S TABLES, WEATHER FORECASTS, SAILOR'S POCKET BOOK.

NEW CHARTS of Tongking, Hainan Straits, and Sulu Archipelago.
VARIATION CHART OF THE WORLD.
NEW WALTZES.
MY QUEEN, BROSE DE NUITS, MESSENGER OF LOVE, &c.

W. BREWER, QUEEN'S ROAD.

SAYLE & CO.

FURNISHING DEPARTMENT.

WE have just received from our SHANGHAI CABINET FACTORY a SAMPLE SUITE of BEDROOM FURNITURE which is now on view.

Any Article of FURNITURE made to order in MAHOGANY, BIRCH, ASH or WALNUT at less than Home Prices.

DESIGN BOOKS and Estimates on application.

We are also showing the VIENNA BENTWOOD FURNITURE, very strong and durable.

WALNUT and EBONIZED BRACKETS in great variety.

VENETIAN and OVAL MIRRORS.

A large stock of BRASS and IRON BEDSTEPS in every size always on hand.

IRON SWING BASSINETTES and COTS for Children in every size.

The Excelsior Patent Chain SPRING MATTRESS in every size (the Best Spring Mattress extant).

New Designs in LACE CURTAINS 3, 4, 5 yards long.

Single and Double PERAMBULATORS Specially adapted for this Colony.

SAYLE & CO. VICTORIA EXCHANGE, HONGKONG.

Hongkong, 6th August, 1883.

"NOVELTY STORE."

MARINE HOUSE, QUEEN'S ROAD.

JUST RECEIVED.

A SMALL CONSIGNMENT OF MALTESE LACE AND SILVER FILIGREE WORK, COMPRISING—

White and Black Silk Trimming Lace.

" Cotton Trimming Lace.

" Silk Handkerchief Border.

" Silk Circular and Square D'oyleys.

" and Black Silk Fichu.

" Silk Parasol Cover.

" Silk Veil and Scarf.

" Silk Collar and Cuffs.

" Silk Collar Breast Pendant.

" Silk Collar Breast Pointed.

" Cotton Collar Breast Pointed.

" and Black Silk Necktie.

" Silk Mittens.

Silver Filigree Pendant, St. John's Cross & Crown.

" Earrings to match the above.

" Fancy Pendant.

" Plain Chain Necklet.

" Fancy Locket.

" Fancy Bracelet.

" Brooch (Love Knot).

" (Marguarite).

" (Ship).

" (Circular).

" (Fan).

" (Lily).

" Earrings to match the above.

AN INSPECTION IS RESPECTFULLY SOLICITED.

ANY OF THE ABOVE ORDERED THROUGH THIS "STORE" WILL BE CHARGED FOR AT COST PRICE.

FRESH MALTESE CIGARETTES from \$0.70 to \$2.50 per 100.

Hongkong, 24th July, 1883.

To be Let.

TO LET FURNISHED.

FOR THREE MONTHS.

NO. 2, WESTBOURNE VILLAS.

For Particulars, Apply to

Messrs. DANBY & LEIGH.

Hongkong, 23rd July, 1883.

TO LET.

NO. 7, SEYMOUR TERRACE.

" 12, " 8, PEDDAR'S HILL.

" 6, QUEEN'S ROAD CENTRAL,

late occupied by PACIFIC MAIL STEAMSHIP COMPANY.

Apply to

DAVID SASSOON, SONS & Co.

Hongkong, 17th August, 1883.

TO BE LET.

(WITH IMMEDIATE POSSESSION.)

FIVE COMMODIOUS and well VENTILATED ROOMS suitable for OFFICES or a FAMILY DWELLING HOUSE at No. 24, Praya Central, corner of Pottinger Street.

Apply on the Premises

F. VINCENT, 24, Praya Central.

Hongkong, 1st July, 1883.

TO LET.

"STOCKWELL COTTAGE" near to the Kowloon Club, British Kowloon, containing 4 Rooms and Large Centre Room, Servants' Rooms and Outhouses, Gardens and Tennis Lawn, &c. Within Three Minutes Walk of the Pier.

For Particulars, apply to

STEPHENS & HOLMES, Solicitors.

Hongkong, 6th August, 1883.

TO LET.

ON PEDDAR'S HILL, WITH IMMEDIATE ENTRY,

TWO SPACIOUS APARTMENTS, COOL AND AIRY.

For Particulars, apply to

Care of Hongkong Telegraph Office.

Hongkong, 6th July, 1883.

To be Let.

TO LET.

THE PREMISES now occupied by us, No. 11, Queen's Road Central.

For further Particulars, apply to Messrs. RUSSELL & Co.

GEO. R. STEVENS & Co.

Hongkong, 1st August, 1883.

TO LET.

FURNISHED ROOMS in the Hollywood Road, WITH or WITHOUT BOARD.

Private Family.

For Particulars, apply to

M. A., Office of this paper.

Hongkong, 7th July, 1883.

For Sale.

FOR SALE.

WOODBERRY COTTON CANVAS, No. 1 to 10.

WOODBERRY RAVENS DUCK, 8, 10, 12 oz.

U.S. HAMMOCK DUCK, 4 1/2 inches wide.

AMERICAN COTTON DRILL.

COTTON TWINE—5, 6, 7, 8 Fold.

HENRY'S CANVAS, No. 1.

WILLIAM DOLAN, 21, Praya Central.

Hongkong, 21st June, 1883.

HAS FOR SALE.

CIGARS of all Brands, Imperiales, Caballeros, Viqueiros, Regalias, Londres, Nuevo Hainan, all makes, quality guaranteed. TOBACCOES of all Brands, at moderate prices. FANCY GOODS from the Parisian markets, Mecham, Pipes, Jewellery of Choice Designs, Sun Hats, &c., &c. Commissions Executed.

JOSE M. BASA, No. 51, B, QUEEN'S ROAD, CENTRAL.

Hongkong, 1st May, 1882.

AND R. TENNENT'S ALE AND PORTER.

DAVID CORSAIR & SONS, MERCHANT NAVY, NAVY BOILER, LONDON FLAX, CROWN.

CANVAS.

ARNHOLD, KARBURG & Co.

Hongkong, 15th June, 1881.

Amusements.

THEATRE ROYAL.

TO-MORROW EVENING,

TUESDAY,

THURSDAY & SATURDAY,

THE 21st, 23rd AND 25th AUGUST.

EVENT UNIQUE.

FIRST APPEARANCE, OF

KELLAR AND CUNARD,